

Promotion . . .
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should be promoted every time, or a reason given in writing why that has not been done.

Isen, hoping to have this law applied to the present problem even before the proposal became law, asked the council for its approval also as a matter of "policy."
Blount's Bucks Mayor

"That's a real sly one," Councilman Willys Blount fired at him. "You can put me down as not voting on it . . . Let's get this straight. It is my opinion that the two captains who have been appointed (Agapito and

Minor) are captains now and the motion passed previously (to set these promotions aside) doesn't change that in any way." While Isen argued that his motion was simply to concur with the policy set forth, it was defeated by a 3-2 vote, with Benstead siding with Isen; Drale, Blount, and Schwab op-

posing Schwab and Drale couldn't see that the motion was "necessary."

At this time the chief had not yet been heard nor had he made a recommendation to promote Langum and Slonecker. Blount seized upon this opportunity to move for adjournment but his motion died for lack of a second.

Blount was the only one who declined to vote on Chief Benstead's recommendation promoting Slonecker and Langum.

The Council had heard the protests of firemen at two previous meetings when representatives of the local department; Tuillio J. Rizzo, vice president, southern district, Federated Fire Fighters of California; and Cecil O. Johnson, secretary-treasurer of the San Pedro-Wilmington Central Labor Council, had appeared on behalf of Langum and Slonecker.

Post Office . . .
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officially known as "Carson" for postal purposes if residents so desired.

Territory involved includes that presently known as the Carson area, Victoria park, and Avalon village.

Opposes Plan

Rome Gateley, retired Torrance postoffice letter carrier, protested the proposal vigorously.

He claimed that despite statements to the contrary, postal service would not improve and that the step would cost residents and the postoffice money.

He also said that he would rather have the area identified with Torrance than Wilmington.

Others pointed out that the only expense involved would be the change in letter heads and other forms of advertising, mostly affecting businessmen.

However, this temporary disadvantage, it was maintained, would be offset by the long-range advantage of unifying the area, and getting it one step closer to its eventual incorporation as a city.

Subdivision . . .
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division located northerly of the westerly prolongation of Maricopa, westerly of Madrona, and southerly of Emerald were sent back to the Planning Commission.

A number of residents in the area protested the proposed subdivision on grounds that it would create a conflict between their own rural way of life and the more urban demands of the subdivision residents.

The proposed subdivision is located near the new civic center.

Zoning . . .
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homes and school along Carson street. Also, as a condition of approval, the petition will agree in writing to the following:

5) Post adequate signs within their industrial tract to direct egress traffic out of said tract to Crenshaw Blvd., and Jefferson street, again to relieve traffic congestion on Carson street;

6) Promptly comply with any reasonable requests of the chief of police or the Traffic Commission that concerns traffic control, which may arise from their industrial tract;

7) That no additions be made to present buildings that would increase their usable area;

8) That the corrugated iron building be removed as soon as practical and in less than one year;

9) That the company dedicate to proper set-back on

Crenshaw Blvd. to the city. Two conditions ask for by the residents and which were deleted were the following:

1) When the existing buildings within the area, 75' from the center line of Carson street, are removed no other building shall be erected within this 75' and that an additional 15' for of-

ices only be maintained, providing a uniform setback along the Carson street frontage;

2) Provide at least one adequate service road from Oak street to Crenshaw Blvd., to relieve traffic congestion on Carson street before completion of any building in their industrial tract.

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Baked Idahos Are Tempting Winter Fare

What could be nicer to come home to than a big, beautiful Idaho baked potato on a cold winter night? Idahos, by the way, are the only kind that bake just right, according to those "in the know."

Simple as it is to prepare baked potatoes, nevertheless there are a few tricks that help. Here are instructions: IDAHOS BAKED

Choose Idahos of uniform size and shape, so they will bake in the same length of time. Scrub well so skins may be eaten.

For a real crisp skin, bake the potato as is, in a 450 degree Fahrenheit (hot) oven for 45 to 60 minutes depending on size. For a more tender skin, rub with oil or bacon drippings. Bake at 400 degrees Fahrenheit (moderately hot) for a little longer time. Test for tenderness by pinching them with cloth or pot holder. Do not jab with a fork.

When potatoes "squeeze tender," using a cloth, roll and squeeze Idahos gently, then cut a cross in top. Squeeze again until the snowy-white interior pushes up through the X. Serve at once.



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